









Queen. As a man verse-writer he has much to commend him to the court. Good English critics place him on a par with Tupper.

In some quarters it is recommended that the opportunity should be seized to abolish the laureateship. Though it has a salary of £75 a year attached, it is purely honorary. Nevertheless the poet laureate is expected to come out with something on special occasions, but the result is not usually conducive to his fame.

Three of the claimants to Tennyson's laurel crown have made haste to put themselves in evidence by writing verses eulogistic of the dead master. Opinion differs as to which of the three is the worst in matter or style, but the general agreement is that if this is the best or the second best that a prospective poet laureate can do the sooner the post is abolished the better.

It is not improbable that public esteem and regret for Tennyson may take the form of purchasing his birth place and preserving it through all time as a national monument.

The accounts of the London branch of the Bank of Australia show a balance of £380,000 in excess of the assets. This deficiency is due to large overdrafts in the directors' books, which it is alleged have been doctored by the chairman, who is interested in certain companies which owed the bank £50,000.

The *Daily News* correspondent says the residence at Alexandrovitz of Tsvetkov, the Serbian Liberal leader, was shattered by a dynamite explosion while a political gathering was being held in that place.

A report was circulated here to-day to the effect that Gladstone is steadily losing strength since the recent trip and his condition has caused the gravest apprehension. Mr. Gladstone was sent a telegram to-day saying that there was no truth in the report whatever, and that Mr. Gladstone is enjoying his usual good health.

NEW YORK, October 8th.

The *Tribune* cable special from London says: The attempt to revive the "Globe" spirit around the Uganda business has ludicrously failed. The *Times* and the other Tory papers triumphed, but no effort came from the town or country, and the result has been abandoned. Perhaps it would be more accurate to say that the effort has been diverted in another direction. The Government's arrangement with the East Africa Company provides for the extension of the occupation to March 31, and as the *Times* remarks, with its eye plainly on Mr. Gladstone's approaching eighty-third birthday, a great deal may happen by that time.

VIENNA, October 8th.

The thoroughbred Irish mare, Lippington, which won glory for Lieutenant Rottenstein, one of the German contingents in the recent long-distance race by making the fastest time between Berlin and this city, died to-day from the effects of the terrible journey.

WASHINGTON, October 13th.

Secretary Tracy has decided to recommend to Congress an appropriation for an immense Government drydock at San Francisco. This important work will cost about \$500,000. The Chief of the Bureau of Yards and Docks has made strong representations to Secretary Tracy of the necessity for a Government drydock at San Francisco, in response to vigorous urging by Marine Island officials. The proposed drydock would be of timber and stone, and of sufficient size to accommodate the largest warships of the Government.

CORRYVILLE, Ky., October 13th.

The eastbound Missouri Pacific train was held up by two robbers at Caney station at a late hour last night. The robbers boarded the train and held up the passengers. The express car from the west was stopped and the express car from the west was pulled half a mile further.

Express Messenger Maxwell had blown out the lights, barred the door and refused to open it. The robbers fired through the door, wounding him in the arm, when he surrendered and opened the door, the robbers covering him with their revolvers and compelled him to give up the express packages.

CHEYENNE, Wyo., October 14th.

For two days the severest storm ever known on the Union Pacific has been raging here and as far west as Oregon. Telegraphic communication has been cut off in all directions. This dispatch goes through on a temporary wire. All the railroads are blocked. The snow is in cuts eighteen feet deep in some places.

Stomachfuls have been hard at work between Granite and Laramie with snow five feet deep on the level. Half a dozen east-bound trains tied up here last night, and thirty coachloads of people from the West pulled in, with more to follow. The Cheyenne Northern is entirely blocked and no one knows where the belated train is at.

Reports are being received of immense losses of cattle and horses in Northern Colorado and Wyoming. It is estimated that almost one-third of all the animals on the ranges are destroyed by the storm.

An unknown man perished in the storm near Greeley, Colo., yesterday.

The fact that the Prince of Wales absented himself from the funeral of Tennyson is order that he might attend the Newmarket races is provoking comment. His action is especially dilated upon by the Radical journals, his absence from Westminster would have been less remarked upon but for the fact that not a single royal personage was present at the funeral.

Since the Tennyson affair public opinion has been very sensitive in regard to the conduct of the Prince, but the public takes a very common-sense view of the Prince's present action, and the efforts that are being made to arouse a feeling against him fall flat.

It is generally felt that his partiality for the lighter side of the national life is so marked that to show deep regret over the death of Tennyson would be mere hypocrisy.

A morning paper says it is true that the Prince went where the masses of the people went. Tennyson was never the people's poet; but the point is whether in the hearts of the people they really prefer a prince who cannot postpone one day's shooting or racing in order to mark a great epoch in his mother's reign. The Radical journals, while dilating upon the Prince's absence, discreetly omit, as far as possible, Gladstone's absence. His plea of pressure of work, and the excuse volunteered by his supporters that there was danger of his catching severe cold in Westminster Abbey, is not considered quite satisfactory.

#### THE DEMOCRATIC PLATFORM.

The platform adopted by the national convention of the Democratic party in the United States is as follows:—

The representatives of the Democratic party of the United States, in national convention assembled, to reaffirm their allegiance to the principles of the party as formulated by Jefferson and exemplified by a long and illustrious line of successors in Democratic leadership from Madison to Cleveland.

We believe the public welfare demands that these principles be applied to the conduct of the federal government through the accession to power of the party that advocates them; and we solemnly declare that no return to the fundamental principles of the popular government, based on home rule and individual liberty, was ever more urgent than now, when the

tendency to centralize all power at the federal capital has become a menace to the reserved rights of the States that strikes at the roots of our government under the constitution as framed by the fathers of the Republic.

#### THE TARIFF.

And we pledge the Democratic party not only to defeat the Force Bill, but also to offer relentless opposition to the Republican policy of profligate expenditure, which in the short space of two years has squandered an enormous surplus and emptied an overflowing treasury, after piling new burdens of taxation upon the already overtaxed labor of the country.

We denounce Republican protection as a fraud, a robbery of the great majority. We declare it to be a fundamental principle of the Democratic party that the federal government has no constitutional power to enforce and collect tariff duties except for the purpose of revenue only, and demand that the collection of such taxes shall be limited to the necessities of the government honestly and economically administered.

We denounce the McKinley tariff law as the culminating atrocity of class legislation. We endorse the efforts of the Democrats of the present Congress to modify its most oppressive features in the direction of free raw material and cheap manufactured goods that enter into consumption, and we promise repeal of that law as one of the first results that will follow the action of the people in intrusting power to the Democratic party. Since the McKinley tariff went into operation there have been ten reductions in the wages of laboring men to one increase. The prosperity of the country since the tariff went into operation has gone to the point of dullness, and the distress following wage reductions and strikes in the iron trade is the best evidence that no prosperity has resulted from the McKinley Act. We call the attention of thoughtful Americans to the fact that after thirty years of restrictive taxes against the importation of foreign goods in exchange for our agricultural surplus, the homes and farms of the country have become burdened with real estate mortgages of over \$2,500,000,000, exclusive of all other forms of indebtedness; that in one of the chief agricultural States of the West there appear real estate mortgages averaging \$165 per capita for the total population, and that similar conditions are shown to exist in other agricultural exporting States. We denounce that policy which fosters no industry as much as it does that of the tariff. Trade interchange on the basis of reciprocal advantages to the countries participating is a time-honored doctrine of Democratic faith, but we denounce the sham reciprocity which juggles with the people's desire for enlarged foreign markets and free exchanges by proposing to establish closer trade relations for a country whose articles of export are almost exclusively agricultural products with other countries that are also agricultural, while erecting a Custom-house barrier of prohibitive tariff taxes against the richest countries of the world, that stand ready to take our entire surplus products and exchange them for commodities which are necessities and comforts of life among our people.

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We tender our profound and earnest sympathy to those lovers of freedom who struggled for home rule and the great cause of local self-government in Ireland.

RESTRICTION OF IMMIGRATION.

We heavily approve all lawful efforts to prevent the United States from being used as a dumping ground for the known criminals and professional paupers of Europe, and demand the rigid enforcement of the laws against Chinese immigration and importation of foreign workmen under contract to degrade American labor and lessen wages, but we condemn and denounce any and all attempts to restrict the immigration of the industrious and worthy of foreign lands.

THE WORLD'S FAIR.

Recognizing the World's Columbian Exposition as a national undertaking of vast importance, in which the general government has invoked the co-operation of all the Powers of the world, and appreciating the acceptance by many such Powers of the invitations so extended and the broad and liberal efforts being made by them to contribute to the grandeur of the undertaking, we are of the opinion that Congress should bring such necessary financial provisions as shall be requisite to the maintenance of national honor and public faith.

MISCELLANEOUS.

We favor legislation by Congress and State legislatures to protect the lives and limbs of railway employees and those in other occupations, and denounce the inactivity of the Republican party, and particularly the Republicans of the Senate, for causing the defeat of measures beneficial and protective to this class of wage-workers.

We are in favor of the enactment by States of laws for abolishing the notorious sweating system, prohibiting the employment in factories of children under 15 years of age.

We oppose all summary laws as an interference with the individual rights of citizens.

Upon this statement of principles and policy the Democratic party asks the intelligent judgment of the American people. It asks a change of administration and a change of party, in order that there may be a change of system and a change of methods, thus assuring the maintenance unimpaired of the institutions under which the Republic has grown great and powerful.

#### SIAM NEWS.

October 25th.

The steamship *Athala*, which arrived on Sunday from England, brought 3,000 tons of rails for the Kowloon Railway contractors.

There seems every likelihood of a trial run on the Paknam Railway at the New Year. All the rolling-stock will be here within a month, it is expected; the Royal saloon carriage having already arrived. Five passenger carriages and a number of screw-piles for the bridges are shortly due, and two locomotives will come next.

The trial of the Siam Electric Light Co.'s plant, under terms of the arbitrator's award, will commence to-day and continue for four nights. Mr. Wickham, of Hongkong, has been appointed referee, by mutual consent, and will arrive in a few days. Mr. W. A. Foster, of Singapore, is the Siam Co's expert, and Lieut. Lloyd R. E., the British Co's. A preliminary run took place on Monday, and for a few minutes the lamps in the Oriental Hotel glowed more after their long extinction. —*Bangkok Times*.

DEAFNESS ABSOLUTELY CURED.—A Gentleman who cured himself of Deafness and Noise in the Head, of 14 years standing, by a new method, writes: "I was cured of my deafness by the use of Dr. HERRICK'S CLIPTON, 8, Shepherd's place, Kennington Park, London—S.E., Eng.—[Advt.]"

#### Advertisements.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA."

Captain Hall, will be despatched for the above Ports, on SUNDAY, the 13th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers.

Hongkong, 11th November, 1892. [1122]

"SHIRE" LINE OF STEAMERS.

FOR SINGAPORE, HAVRE, LONDON, HAMBURG AND ANTWERP.

THE Steamship

"BRE'NSHIRE."

Captain Jackson, will be despatched as above on or about MONDAY, the 5th December.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 11th November, 1892. [1123]

FOR SAN FRANCISCO.

THE 3/5 L. L. Norwegian Bark

"SIGURD."

Asse, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN & Co.

Hongkong, 11th November, 1892. [1124]

DILIGENTIA LODGE

OF INSTRUCTION.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, on THURSDAY, the 17th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 11th November, 1892. [1125]

NOTICE.

NOW READY!

THE "BOKHARA" DISASTER.

A FULL DESCRIPTIVE REPORT of the "BOKHARA" DISASTER.

With all Particulars, Reports of Interviews with SURVIVORS, the Cruise of the *Thalita*, official reports of the Chief Officer, the *Arcton*, and the *Peripat*, the MARINE COURT, INQUIRY and FINDING, experiences of other Steamers in the same Typhoon, the *Normand* disaster, &c., &c.

(All carefully Revised and Edited.)

NOW READY.

THIS IS THE ONLY COMPLETE REPORT OF THE DISASTER.

PRICE.....FIFTY CENTS.

Orders should be sent to

THE MANAGER

Hongkong Telegraph Office,

Victoria Hill,

Hongkong, 25th October, 1892.

#### Today's Advertisements.

IN BANKRUPTCY.

NOTICE is hereby given that on a PETITION dated September 24th, 1892, a receiving order against WALTER WILSON and BARNET NICHOLLS, (late Wilson, Nicholls & Co.) of Amoy, was made by HER Majesty's COURT of Amoy, holden in Amoy on the 7th day of November, 1892.

W. J. C. FENNEL, Official Receiver.

Amoy, 7th November, 1892. [1121]

Masonic

ST. JOHN LODGE

OF HONGKONG,

No. 618, S.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, on THURSDAY, the 17th instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 8th November, 1892. [1109]

PERSEVERANCE LODGE OF

HONGKONG, No. 1,165, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, on WEDNESDAY, the 16th inst., at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 9th November, 1892. [1111]

For Sale.

THEY LEAD THEM ALL.

THE CELEBRATED

CALIFORNIA WINES,

from the well-known Vineyards of Messrs. KOHLER and VAN BERGEM, San Francisco, and JULIAN P. SMITH (Olivina) Livermore, California.

Guaranteed to be Pure and Unadulterated.

Pure BLACKBERRY BRANDY and fresh Consignments of BARTLETT SPRING MINERAL WATER by each Steamer.

Prices forwarded on application to MACONDRAY BROTHERS & Co., Commission Merchants, No. 30, Water Street, Yokohama.

Yokohama, 12th August, 1892. [E44]

FOR SALE.

THE SCHOONER "MONTARA"

AS NEW NOW LIES IN YAU-WAT-TAY BAY.

Length.....74 feet.

Beam.....14 feet.

Depth.....7 feet.

Registered Tonnage.....75 tons.

Owing to recent alterations the carrying capacity of the *Montara* has been increased to about 120 tons dead weight.

The *Montara* was built in Singapore, is most solidly constructed of teak throughout, with iron-wood frames, has recently been thoroughly overhauled under experienced European superintendence, and is now in excellent condition. She is a very fast sailer and a most suitable vessel for the Canton kerosene trade, or would make a first-class lighter.

For Particulars as to Price, &c., apply to R. FRASER-SMITH, 6, Pedder's Hill.

Hongkong, 17th May, 1892. [535]

FOR SALE.

THE ENGINES AND BOILER OF THE CHINESE GUNBOAT "CHOP-CHEUNG,"

AS THEY LIE AT ABERDEEN DOCK.

THE Engines of the *Chop-cheung* were constructed by Messrs. INGLIS & Co., of Wanchai, and are of the Compound Inverted Cylinder Direct-Acting Surface Condensing type. Cylinders 20 1/2 and 30 1/2 dia., with a stroke of 26 1/2. The Crank Shaft is 6 1/2 dia., at the Crank pin and 7 1/2 dia. at the Journal. The H.P. Piston Rod is 3" and the L.P. 3 1/2 dia. The Piston and connecting Rod bolts are 2 1/2 dia., Air Pump 1 1/2 dia., by 13 stroke, Single Acting "Involving Pump" 1 1/2 dia., by 13 stroke, and Double Acting Feed and Bilge Pump (one each) 3" dia., by 13 stroke.

These Engines have been very little used and are in thoroughly good order.

The Boiler is of the Horizontal Multitubular type, with three Furnaces and vertical Domes on top. Its dia. is 10ft. 2" by girth 10" long, external measurements; Furnaces, 2ft. 9" dia., Domes, 4 1/2 dia., by girth high. Tubes, 1 1/2 dia. number by 3" dia. It is in fairly good condition, having recently undergone considerable repairs, and would be in active service for over five years.

The Engines and Boiler can be inspected on application to the Superintendent at Aberdeen Dock.

For further particulars, apply to R. FRASER-SMITH, 6, Pedder's Hill.

Hongkong, 17th May, 1892. [536]

Intimations.

HONGKONG RIFLE ASSOCIATION.

THE LONG RANGE CUP AND SPOONS will be Shot for TO-MORROW, the 12th inst. Ranges—800 and 900 yards. Time, 2.45 P.M.

ED. ROBINSON, Hon. Secretary.

Hongkong, 7th November, 1892. [110]

DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

MR. WONG TAI-FONG, Surgeon Dentist (Formerly assisted Argentat, and latterly assistant to Dr. ROBERTS), HAS REMOVED TO THE BANK BUILDINGS, QUEEN'S ROAD, (Opposite Hongkong Hotel).

CONSULTATION FREE.

Hongkong, 7th July, 1891. [697]

#### Intimations. KELLY & WALSH, LD.

THE Broomcloser and how to use it. Woodwork: Carpentry and Joinery. The Modern Practical Bread Baker. The Practical Polish and Varnish Maker. The Phonograph. The Hand Camera and how to use it. Electricity up to date. A Short-hand Birthday Book. The Mother's Guide, by Armand Semple. Windmill Magazine, by Carl Hering. English Colonisation and Empire, by Caldecott. Ambulance Lectures, by Dr. Darwin. Mary McTiernan's Elocutionist. The London Daily Press.

NEW NOVELS. But Men Must Work, by Ross Carey. The Wreck. The Pretty Widow. Eagle Joe, by Henry Herman. The Best Season on Record. Bob Martin's Little Girl, by Christie Murray. Lady of Fort St. John. The Magic Ink, by William Black. A Recalling Vengeance, by Frank Barrett. The Family Feud, by Thomas Cooper. Vampires, by Julien Gordon. A Lost Wife, by Mrs. Lovett Cameron.

KELLY & WALSH, LIMITED, QUEEN'S ROAD CENTRAL, HONGKONG. [6]

#### W. POWELL & CO.

LARGE SHIPMENT OF NEW GOODS. EX S.S. "CANTON."

LADIES' FELT HATS, NEWEST SHAPES TRIMMED AND UNTRIMMED.

W. POWELL & CO.

Hongkong, 5th November, 1892. [5]

#### LANE, CRAWFORD & CO.

HAVE NOW UNPACKED A NEW SHIPMENT OF

PETER HENDERSON & Co.'s NEW YORK

FLOWER AND VEGETABLE SEEDS.

LANE CRAWFORD & CO.

Hongkong, 7th November, 1892. [1071]

#### CARMICHAEL & CO., LD.

CHRISTMAS AND NEW YEAR CARDS, CHINESE, &c., &c.

CHEAP AND VARIED ASSORTMENT CHOCOLATE CREAMS IN PLAIN AND FANCY BOXES.

FOWLING PIECES AND AMMUNITION.

CARMICHAEL & CO., LTD. 18, PRAYA CENTRAL, HONGKONG. [43]

Hongkong, 29th October, 1892.

#### CENTRAL HOTEL, SHANGHAI.

THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the centre of the Settlements, has lately undergone extensive alterations, and is now fitted with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER SPRAYS, etc., and heated to a comfortable temperature during winter.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

The Electric Lighting now partly laid on will be completed during this year, 1892.

An Assistant will attend on Passengers by Mail Steamers.



## The Share Market.

**LATEST QUOTATIONS:**  
 Hongkong and Shanghai Bank.—112½ per cent.  
 The National Bank of China, Ltd.—on 7/10.  
 The National Bank of China, Ltd.—Founders' shares, \$200 per share, sellers.  
 The Bank of China, Japan & the Straits, Ltd.—\$24, buyers.  
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 Chinese Imperial Loan of 1884 B.—2½ per cent. premium, sellers.  
 Chinese Imperial Loan of 1886 E.—14 per cent. premium, buyers.  
 Union Insurance Society of Canton.—\$82 per share, ex div., buyers.  
 China Traders' Insurance Company.—\$55 per share, sellers.  
 North China Insurance—Tls. 240 per share, buyers.  
 Canton Insurance Company, Limited.—\$105 per share, buyers.  
 Yangtze Insurance Association.—\$102, sellers.  
 On Tai Insurance Company, Limited.—Tls. 150 per share.  
 Hongkong Fire Insurance Company.—\$265 per share, sellers.  
 China Fire Insurance Company.—\$86½ per share, sales and buyers.  
 Hongkong, Canton, and Macao Steamboat Co.—\$30, sales and buyers.  
 China and Manila Steam Ship Company.—28 per share, buyers.  
 Indo-China Steam Navigation Company, Limited.—50 per cent. discount, sellers.  
 Douglas Steamship Company.—\$37 per share, sales and buyers.  
 The Steam Launch Co., Limited.—nominal.  
 Hongkong and Whampoa Dock Company.—\$70 per cent. premium, sales and buyers.  
 Geo. Fenwick & Co., Limited.—\$15 per share, sellers.  
 Hongkong Hotel Company.—\$24, sellers.  
 Hongkong Hotel Co.'s Six per cent. Debentures.—\$50.  
 The Anglo Arms Hotel and Building Company, Limited.—\$4½ per share, sellers.  
 The Shamrock Hotel Co., Limited.—\$5 per share, sellers.  
 Punjoni and Sungle Dux Samant Mining Co.—\$24½ per share, sellers.  
 The Rauld Gold Mining Co., Limited.—25 cents per share, sales and buyers.  
 New Inverly Mining Co., Limited.—\$1.50 per share, buyers.  
 The Balmoral Gold Mining Co., Limited.—nominal.  
 Tongkui Coal Mining Co.—\$150 per share, sellers.  
 The Jellicoe Mining and Trading Co., Limited.—\$2½ per share, ex div., sellers.  
 The Selma Tin Mining Co., Limited.—5 cents per share, sales and buyers.  
 London and Pacific Petroleum Co., Ltd.—nrs. nominal.  
 China Sugar Refining Company, Limited.—\$155 per share, sales and buyers.  
 Luzon Sugar Refining Company, Limited.—\$35, nominal.  
 A. S. Watson & Co., Limited.—\$16½ per share, sales and buyers.  
 Dakin, Crickbank & Co., Limited.—\$2 per share, sellers.  
 Hongkong Dairy Farm Co., Limited.—\$5 per share, sellers.  
 The Kowloon Land Investment Co., Limited.—\$8 per share, sellers.  
 The Hongkong Land Investment Co., Limited.—\$7½ per share, sellers.  
 The West Point Buildings Co., Limited.—\$27 per share, sellers.  
 H. G. Brown & Co., Limited.—\$24 per share, sellers.  
 Hongkong and Kowloon Wharf and Godown Company.—\$46 per share, sellers.  
 Hongkong Rope Manufacturing Company, Limited.—\$97½ per share, sellers.  
 Hongkong Gas Company.—\$100 per share, sales and buyers.  
 Hongkong Ice Company.—\$68 per share, buyers.  
 Hongkong and China Bakery Company, Limited.—\$65 per share, sellers.  
 The Hongkong Brick and Cement Co., Limited.—\$51 per share, sellers.  
 The Green Island Cement Co.—\$48 per share, sellers.  
 The Hongkong Electric Light Co., Limited.—\$21 per share, sellers.  
 The Hongkong Steam Laundry Co., Limited.—\$25 per share, nominal.  
 The Hongkong High-Level Tramway Co., Limited.—\$35 per share, sellers.

**EXCHANGE.**  
 On LONDON—Bank, T. T. ....2/9  
 Bank Bills, on demand .....2/9  
 Bank Bills, at 4 months' sight .....2/9  
 Credits at 4 months' sight .....2/9  
 Documentary Bills, at 4 months' sight .....2/9  
 On PARIS—Bank, T. T. ....3/46  
 Credits, at 4 months' sight .....3/55  
 On INDIA—T. T. ....22½  
 On Demand .....22½  
 On SHANGHAI—Bank, T. T. ....72  
 Private, 30 days' sight .....72½

**VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.**  
 Mrs. Anderson, Consul and Mrs. von Leper and maid.  
 Mr. C. B. Blymore, Mr. W. Oakley.  
 Capt. Clutterbuck, Mr. John H. Patterson.  
 Mrs. Clutterbuck, Miss Mary K. Pease.  
 Mrs. and Miss Cooley, Mrs. G. C. Cox.  
 Mr. Deuss, Mrs. F. E. Shean.  
 Mr. and Mrs. Faston, Mr. F. Stearns.  
 Mr. Geo. Fenwick, Mr. John L. Stoddard.  
 Mr. and Mrs. Frater, Mr. W. Tappenbeck.  
 Miss L. Giffin, Mr. Thayer.  
 Miss Lillian Giffin, Lieut. R. Thout.  
 Mr. C. H. Harcourt, Mr. J. W. Wallis.  
 Mr. Thos. Howard, Mr. and Mrs. Warren.  
 Mr. A. Kitchin, Mrs. W. G. W. W. W.  
 Dr. and Mrs. Layne, Mrs. G. W. W.  
 Rev. J. M. Morton, Mr. G. W. W.

## VISITORS AND RESIDENTS AT THE PEAR HOTEL.

Mr. Adamson, Mr. V. Kofod.  
 Mr. Ammann, Mr. W. H. R. Loxley.  
 Mr. and Mrs. Beaugrand, Mr. F. Maitland.  
 Miss Beaugrand, Mr. W. R. Needham.  
 Mr. Chaudet, Surgeon-Colonel H. F. Paterson.  
 Mr. T. Cowen, Mr. Sparrow.  
 Mr. and Mrs. Fauther, Mr. Strachin.  
 Miss Fauther, Mr. Geo. L. Tomlin.  
 Mr. W. S. Harrison, Mr. M. J. Tonnell.  
 Mr. Morton Jones, Mr. David Wood.

## CHINA COAST METEOROLOGICAL REGISTER.

10th November, 1892.—At 4 p.m.

STATION.	Wind.	Temp.	Humidity.	Bar.	Wind.	Temp.	Humidity.	Bar.
Hongkong	SE	77	85	30.0	SE	77	85	30.0
Shanghai	SE	77	85	30.0	SE	77	85	30.0
Amoy	SE	77	85	30.0	SE	77	85	30.0
Swatow	SE	77	85	30.0	SE	77	85	30.0
Hakow	SE	77	85	30.0	SE	77	85	30.0
Shanghai	SE	77	85	30.0	SE	77	85	30.0
Amoy	SE	77	85	30.0	SE	77	85	30.0
Swatow	SE	77	85	30.0	SE	77	85	30.0
Hakow	SE	77	85	30.0	SE	77	85	30.0

11th November, 1892.—At 10 a.m.

STATION.	Wind.	Temp.	Humidity.	Bar.	Wind.	Temp.	Humidity.	Bar.
Hongkong	SE	77	85	30.0	SE	77	85	30.0
Shanghai	SE	77	85	30.0	SE	77	85	30.0
Amoy	SE	77	85	30.0	SE	77	85	30.0
Swatow	SE	77	85	30.0	SE	77	85	30.0
Hakow	SE	77	85	30.0	SE	77	85	30.0
Shanghai	SE	77	85	30.0	SE	77	85	30.0
Amoy	SE	77	85	30.0	SE	77	85	30.0
Swatow	SE	77	85	30.0	SE	77	85	30.0
Hakow	SE	77	85	30.0	SE	77	85	30.0

Barometer rising. Gradually steep for north-east winds, weather—overcast, and with light rain and perhaps north-east squalls (faded at 10.5 a.m.).  
 Thermometer in shade 77° F. at 10.5 a.m. (faded at 10.5 a.m.).  
 Humidity 85 per cent. (faded at 10.5 a.m.).  
 Direction of wind from the north-east (faded at 10.5 a.m.).  
 Force of the wind 1 to 2 miles per hour (faded at 10.5 a.m.).  
 Direction of the wind from the north-east (faded at 10.5 a.m.).  
 Force of the wind 1 to 2 miles per hour (faded at 10.5 a.m.).  
 Direction of the wind from the north-east (faded at 10.5 a.m.).  
 Force of the wind 1 to 2 miles per hour (faded at 10.5 a.m.).

Hongkong Observatory, 11th November, 1892.

## MAILS EXPECTED.

**THE FRENCH MAIL.**  
 The Messageries Maritimes Co.'s steamer *Salatis*, with the French mail of the 14th ultimo, left Singapore the 10th instant, and may be expected here on the 17th.

**THE AMERICAN MAIL.**  
 The O. & O. S. Co.'s steamer *Oceanic*, with mails, etc., left San Francisco for this port via Honolulu and Yokohama, on the 4th ultimo.

The P. & M. S. Co.'s steamer *City of Rio de Janeiro*, with mails, etc., left San Francisco for this port via Yokohama, on the 6th instant.

**THE INDIAN MAIL.**  
 The steamer *Lightning*, from Calcutta, left Singapore on the afternoon of the 10th instant, and may be expected here on the 16th.

## STEAMERS EXPECTED.

The Northern Pacific Steamship Co.'s steamer *Loe Sch*, from Tacoma and Victoria, left Yokohama for Kobe on the 17th instant, and may be expected here on the 19th.

The P. & O. S. Co.'s steamer *Formosa*, left Bombay on the 20th ultimo, and may be expected here on the 16th instant.

## Shipping.

## ARRIVALS.

STEAMER.	FROM.	ARRIVAL.
DIOMED, British steamer, 1,432, Dickens, 10th Nov.	Singapore 3rd Nov. General.—Butterfield & Swire.	
TRIUMPH, German steamer, 674, J. Bruhn, 10th Nov.	Canton 10th November, General.—Ed. Schuchman & Co.	
FU-PING, Chinese steamer, 526, J. Watts, 10th Nov.	Canton 10th Nov. General.—C. E. & M. Co.	
DEVAVONGSE, British steamer, 1,057, G. Anderson, 10th Nov.	Canton 10th November, General.—Butterfield & Swire.	
APENRADE, German steamer, 700, Hohlmann, 11th Nov.	Newchwang 4th Nov. Beans.—Wiel & Co.	
FORMOSA, British steamer, 674, Hall, 11th Nov.	Tamsui 8th Nov. Amoy 9th Nov. Swatow 10th Nov. General.—D. Laprak & Co.	
MERPO, Chinese steamer, 1,338, W. H. Lunt, 11th Nov.	Canton 11th Nov. General.—C. M. S. N. Co.	
CHUSAN, German steamer, 623, W. Wendt, 11th Nov.	Haiphong 8th Nov. Rice and General.—A. R. Marty.	
DIAMOND, British steamer, 1,026, Thom, 11th Nov.	Singapore 1st Nov. and Hallow 10th, General.—Ban Moh.	

## CLEARANCES AT THE HARBOUR OFFICE.

*Mejoo*, Chinese steamer, for Amoy.  
*Krimhild*, German steamer, for Singapore.  
*Fuping*, Chinese steamer, for Cheloo, etc.  
*Britan*, British steamer, for Swatow, etc.  
*Avon*, British steamer, for Hongay.  
*W. S. J. J. J.*, Spanish steamer, for M. n. l.  
*Diomed*, British steamer, for Amoy.  
*Gleam*, British steamer, for Sourabaya.  
*Saint Andrew*, N. twegian str., for Kutchinotza.  
*Druwangie*, British steamer, for Wuhu.

## DEPARTURES.

STEAMER.	TO.	DEPARTURE.
November 11, <i>Taiwan</i> , British str., for Canton.		
November 10, <i>Fidalia</i> , German str., for Canton.		
November 10, <i>Canton</i> , British str., for Canton.		
November 10, <i>Glenagles</i> , British steamer, for Wuhu.		
November 11, <i>Holstein</i> , German str., for Saigon.		
November 11, <i>Swatow</i> , British steamer, for Halphong.		
November 11, <i>Belge</i> , British str., for Macao.		
November 11, <i>Mejoo</i> , Chinese str., for Macao.		
November 11, <i>Gleam</i> , British steamer, for Sourabaya.		
November 11, <i>Haitan</i> , British str., for Swatow and Foochow.		
November 11, <i>Krimhild</i> , German steamer, for Singapore.		
November 11, <i>Saint Andrew</i> , Norwegian str., for Kutchinotza.		

## PASSENGERS—ARRIVED.

Per *Diomed*, str., from Singapore.—200 Chinese.  
 Per *Formosa*, str., from Tamsui, etc.—Mr. and Mrs. Hoste, child and ship, Mr. Adamson, and 71 Chinese.

## Per Diamond, str., from Singapore, etc.—500 Chinese.

Per *Chusan*, str., from Halphong.—12 Chinese.

## DEPARTED.

Per *Belge*, str., for Yokohama.—Messrs. J. W. Lee, S. Jafferhoy, and Chew Hung Too.  
 For San Francisco.—Mr. and Mrs. A. M. Easton, Messrs. C. H. Andres and F. W. Sheld. For Pittsburgh, Pa.—Messrs. C. A. Schenck and A. M. Gardner. For Detroit, Mich.—Mr. Joo. Orton.

## REPORTS.

The German steamer *Shion* reports that she left Halphong on the 8th instant. Had fine weather and light north-easterly winds from port to port.

The British steamer *Diomed* reports that she left Singapore on the 3rd instant. Had moderate and squally weather as far as Polo Sapato; thence to port had moderate and fine weather.

The British steamer *Formosa* reports that she left Tamsui on the 8th instant. Had moderate northerly wind and fine weather. Left Amoy on the 9th. Had moderate to light air with calm and fine weather. Left Swatow on the 10th. Had light air and calm and hazy but fine weather. In Swatow the steamer *Smith*, in Amoy the steamships *Glenahil* and *Chiam*. In Swatow the steamer *Shion*.

The British steamer *Diomed* reports that she left Singapore on the 3rd instant, and how on the 10th. From Singapore, lat. 7° 20' north had light variable winds and fine weather; thence to Cape Varella had strong north-north-east to north-north-west winds with moderate sea. From Cape Varella to Hallow had light variable winds with heavy rain and unsettled weather. From Hallow to port had light north-east winds and fine weather.

## Post Office.

## A MAIL WILL CLOSE—

For Swatow.—Per *Pakistan* to-morrow, the 12th instant, at 1.30 p.m.  
 For Amoy and Tamsui.—Per *Sunghang* to-morrow, the 12th instant, at 2.30 p.m.  
 For Amoy and Shanghai.—Per *Diomed* to-morrow, the 12th instant, at 2.30 p.m.

For Shanghai.—Per *Wuhsing* to-morrow, the 12th instant, at 2.30 p.m.  
 For Shanghai.—Per *Taiyang* to-morrow, the 12th instant, at 2.30 p.m.

For Swatow, Amoy, and Tamsui.—Per *Formosa* to-morrow, 12th instant, at 2 p.m.  
 For Kudat and Sandakan.—Per *Mamnon* on Sunday, the 13th instant, at 10 a.m.

For Europe, etc., etc.—Per *Sachsen* on Monday, the 14th instant, at 2.30 p.m.  
 For Europe, etc., etc.—Per *Canton* on Monday, the 14th instant, at 2.30 p.m.

For Bangkok.—Per *Taihu* on Tuesday, the 15th instant, at 9.30 a.m.  
 For Straits and Bombay.—Per *Bormida* on Tuesday, the 15th instant, at 11.30 a.m.

For Singapore, Penang, and Calcutta.—Per *Chiyara* on Tuesday, the 15th instant, at 11.30 a.m.

For Europe, etc., Australia, India via Madras, Calcutta, and Mauritius.—Per *Caladon* on Wednesday, the 16th instant, at 11 a.m.

For Yokohama, and San Francisco.—Per *Formosa* on Saturday, the 13th instant, at 9.30 p.m.

For Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, and Victoria, B.C.—Per *Empress of India* on Wednesday, the 30th instant, at 11.30 a.m.

## SHIPPING IN HONGKONG.

## STEAMERS.

AVOCHIE, British steamer, 1,056, T. Rowin, 8th Nov.—Hongay 6th Nov., Coals.—Jardine, Matheson & Co.

BORMIDA, Italian steamer, 1,497, Ansaldo, 8th Nov.—Bombay 14th Oct., and Singapore 31st, General.—Carlowitz & Co.

CHILYRA, British steamer, 1,574, R. Cass, 10th Nov.—Calcutta 24th Oct., and Singapore 4th Nov. General.—Jardine, Matheson & Co.

EMPRESS OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 7th Nov.—Vancouver, via Yokohama, Kobe, and Shanghai 5th November, General.—Canadian Pacific Railway Co.

FAME, British steamer, 117, Captain Melissac.—Hongkong Government tender.

MEINON, British steamer, 826, B. Brauch, 8th Nov.—Sandakan 3rd Nov. General.—Butterfield & Swire.

N. S. DE LORETO, Spanish steamer, 536, C. Izaguirre, 8th Nov.—Iloilo 4th Nov. General.—Butterfield & Swire.

OORIV, British steamer, 419, Hamilton, 23rd May.—Singapore 16th May, General.—Butterfield & Swire.

PAKSHAN, British steamer, 835, J. Jenkins, 8th Nov.—Saigon 3rd Nov., Rice.—Hop Hing Hoong.

PERU, American steamer, 2,540, W. Ward, 10th Nov.—San Francisco 15th Oct., and Yokohama 5th Nov. Mails and General.—P. M. S. S. Co.

PILOT FINE, British steamer, 161, A. Stopan, 10th Nov.—Hongkong and Whampoa Dock Co.

POLYTHRON, British steamer, 1,813, W. Lee, 7th Nov.—Moi and Nov. General.—Butterfield & Swire.

SEIHAN, British steamer, 845, E. F. Storell, 8th Nov.—Samarang 28th Nov., Sugar.—Kin Tye Loong.

SINOKIANO, British steamer, 994, C. B. N. Dodd, 10th Nov.—Manila 7th November, General.—Butterfield & Swire.

TAICHOW, British steamer, 862, R. Unsworth, 9th Nov.—Bangkok 2nd Nov. General.—P. & O. S. N. Co.

## SAILING VESSELS.

ALBANIA, British ship, 1,438, W. S. Brownell, 2nd Oct.—New York 7th May, Kerosene Oil.—Reuter, Brockmann & Co.

DOROTHEA, German bark, 620, H. M. Moeller, 6th Nov.—Liverpool 22nd July, Coals.—Makler.

ERIKONTO, Chinese bark, 457, Optum Examination hulk, Stonecutters' Island.—Chinese Customs.

E. SOULE, American bark, 1,443, Ballard, 14th Sept.—Newcastle (N.S.W.), 23rd July, Coals.—Geo. R. Stevens.

ISAAC REED, American ship, 1,480, F. D. Waldo, 14th August.—New York 4th April, Kerosene Oil.—Reuter, Brockmann & Co.

JERARDA, German bark, 189, A. Oessmann, 21st Sept.—Hamburg 28th April, General.—Arnhold, Karberg & Co.

J. V. ROBBINS, British schooner, 172, Crooby, 11th Sept.—New York 10th May, Petroleum.—Order.

NAM-SHUN-CHING, Chinese schooner, 300, Luk Lai-long, 24th August.—Yee-on 11th Aug.—Timber.—Yang Kee.

SANTA CLARA, American ship, 1,474, R. W. Fuller, 14th Sept.—New York 23rd April, Kerosene Oil.—Jardine, Matheson & Co.

SANTA CRUZ, American schooner, 92, H. W. Baskin, 9th Oct.—put back, General.—Wiel & Co.

XENIA, American bark, 1,135, L. D. Smith, 1st Nov.—Sydney, N.S.W., 3rd Sept., Coals.—Order.

## Mails.

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.  
*Oceanic*.....Tuesday, 29th Nov.  
*Galle*.....Tuesday, 20th Dec.  
*Belge* (via Honolulu).....Thursday, 19th Jan., '93.

THE Steamship "OCEANIC" will be despatched for San Francisco, via Yokohama, on TUESDAY, the 29th November, at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.  
 From Hongkong, First-class.  
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, Oreg., .....\$225.00  
 To Liverpool and London.....325.00  
 To Paris and Bremen.....345.00  
 To Havre and Hamburg.....335.00  
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION. 30 day Tickets. 60 day Tickets. 90 day Tickets.

Kansas City, Mo., Omaha, Neb. 225.00 291.50 358.00  
 St. Louis, Mo. 225.00 291.50 358.00  
 St. Paul, Minn., Minneapolis, Minn. 225.00 291.50 358.00  
 Chicago, Ill. 225.00 291.50 358.00  
 Milwaukee, Wis. 225.00 291.50 358.00  
 Cincinnati, Ohio 225.00 291.50 358.00  
 Columbus, Ohio 225.00 291.50 358.00  
 Detroit, Mich. 225.00 291.50 358.00  
 Cleveland, Ohio 225.00 291.50 358.00  
 Toronto, Canada 225.00 291.50 358.00  
 Pittsburgh, Penn. 225.00 291.50 358.00  
 Niagara Fall, N.Y., Buffalo, N.Y. 225.00 291.50 358.00  
 Washington, D.C., Baltimore, Md. 225.00 291.50 358.00  
 Montreal, Canada 225.00 291.50 358.00  
 Philadelphia, Penn. 225.00 291.50 358.00  
 New York.....225.00 291.50 358.00  
 Boston, Mass. 225.00 291.50 358.00  
 Portland, Maine 225.00 291.50 358.00

All the above Rates are in Mexican Dollars. Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

4 months .....\$337.50  
 12 months .....\$395.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

ALL PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.  
 Hongkong, 11th November, 1892.

## J. Blackhead &amp; Co.,

SHIP-CHANDLERS, SAIL-MARKERS, and PROVISION MERCHANTS.

NAVY CONTRACTORS, & GENERAL COMMISSION AGENTS.

No. 7, Praya Central, HONGKONG.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION for the BOTTOMS OF IRON